

static pressure source being open or blocked.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-13, 42 FR 36972, July 18, 1977]

§ 27.1327 Magnetic direction indicator.

(a) Except as provided in paragraph (b) of this section—

(1) Each magnetic direction indicator must be installed so that its accuracy is not excessively affected by the rotorcraft's vibration or magnetic fields; and

(2) The compensated installation may not have a deviation, in level flight, greater than 10 degrees on any heading.

(b) A magnetic nonstabilized direction indicator may deviate more than 10 degrees due to the operation of electrically powered systems such as electrically heated windshields if either a magnetic stabilized direction indicator, which does not have a deviation in level flight greater than 10 degrees on any heading, or a gyroscopic direction indicator, is installed. Deviations of a magnetic nonstabilized direction indicator of more than 10 degrees must be placarded in accordance with § 27.1547(e).

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 27-13, 42 FR 36972, July 18, 1977]

§ 27.1329 Automatic pilot system.

(a) Each automatic pilot system must be designed so that the automatic pilot can—

(1) Be sufficiently overpowered by one pilot to allow control of the rotorcraft; and

(2) Be readily and positively disengaged by each pilot to prevent it from interfering with control of the rotorcraft.

(b) Unless there is automatic synchronization, each system must have a means to readily indicate to the pilot the alignment of the actuating device

in relation to the control system it operates.

(c) Each manually operated control for the system's operation must be readily accessible to the pilots.

(d) The system must be designed and adjusted so that, within the range of adjustment available to the pilot, it cannot produce hazardous loads on the rotorcraft or create hazardous deviations in the flight path under any flight condition appropriate to its use, either during normal operation or in the event of a malfunction, assuming that corrective action begins within a reasonable period of time.

(e) If the automatic pilot integrates signals from auxiliary controls or furnishes signals for operation of other equipment, there must be positive interlocks and sequencing of engagement to prevent improper operation.

(f) If the automatic pilot system can be coupled to airborne navigation equipment, means must be provided to indicate to the pilots the current mode of operation. Selector switch position is not acceptable as a means of indication.

[Amdt. 27-21, 49 FR 44435, Nov. 6, 1984, as amended by Amdt. 27-35, 63 FR 43285, Aug. 12, 1998]

§ 27.1335 Flight director systems.

If a flight director system is installed, means must be provided to indicate to the flight crew its current mode of operation. Selector switch position is not acceptable as a means of indication.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c) of the Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 27-13, 42 FR 36972, July 18, 1977]

§ 27.1337 Powerplant instruments.

(a) *Instruments and instrument lines.*

(1) Each powerplant instrument line must meet the requirements of §§ 27.961 and 27.993.

(2) Each line carrying flammable fluids under pressure must—

(i) Have restricting orifices or other safety devices at the source of pressure to prevent the escape of excessive fluid if the line fails; and